



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 12 May 2011

Subject: POSITION STATEMENT FOR APPLICATION 11/01194/FU – THE DEMOLITION OF ALL BUILDINGS AND THE ERECTION OF A LOW CARBON ENERGY CENTRE, PRIMARY SUBSTATION, TRANSFORMERS AND A GAS METER UNIT; AND ASSOCIATED LANDSCAPING, MEANS OF ENCLOSURE AND HIGHWAY WORKS INCLUDING THE REALIGNMENT OF LADYBECK CLOSE.

APPLICANT	DATE VALID	TARGET DATE
Hammerson UK Properties PLC	25/3/11	15/7/11

Electoral Wards Affected:

City and Hunslet

Yes Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: Members are requested to note the contents of this position statement and comment on the main issues highlighted in the report.

1.0 INTRODUCTION:

1.1 A low carbon energy centre is proposed at Bridge Street that is intended to provide low carbon heating, cooling and power to the Eastgate Quarters development and other premises nearby. Due to the relationship to the Eastgate Quarters development plus the prominence of the site and Members previous interest in the proposals the application is reported to Panel in the form of a position statement with an intended presentation for determination by Panel in July.

2.0 PROPOSAL:

2.1 Full planning permission is sought for a low carbon energy centre (LCEC) at Bridge Street/Ladybeck Close. To accommodate the LCEC the existing five storey former Park Lane College building plus numbers 1-2 and 27-30 Ladybeck Close are to be demolished. Ladybeck Close will also be realigned.

- 2.2 The proposed LCEC is intended to provide combined cooling, heating and power to existing and proposed buildings within the vicinity of the site with its primary purpose being to serve the proposed Eastgate Quarters development. The LCEC is to accommodate a variety of equipment including gas-fired boilers, a biomass boiler, a Combined Heat and Power (CHP) engine plus transformers in the adjoining primary substation. Further information regarding the equipment and operations is contained within the appraisal section.
- 2.3 The building's footprint is located on the back edge of the Bridge Street footway as with the existing former college building but extends further south and has a slight kinks in its alignment. Equipment is stored on three levels but with increased floor to ceiling heights and a varied but high parapet the effective height of the building is around one storey higher than the existing five storey former college building at around 21-25m in height. The primary substation is located at the northern end of the building and is around 10m in height. A chimney will extend out of the roof up to 54m above ground level.
- 2.4 The building is faced with three dimensional concrete and metal mesh panels of varying scales that will be coloured in an 'earthy' red/brown. The three dimensional aspect of the façade varies across each elevation to respond to its specific context. At ground level a section of the Bridge Street elevation will be glazed to provide views of the machinery and give the public an indication of the role of the LCEC.
- 2.5 Vehicular access and egress will be from the realigned Ladybeck Close and adjacent to the Inner Ring Road (IRR). At the rear of the building will be the service route and two car parking spaces. The building will be remotely operated but visited daily by an engineer. There will be three deliveries of biomass (wood pellets) per week and a fortnightly collection of ash. These deliveries will be timed to avoid highway peak hours, weekends and evenings.
- 2.6 There will be a single storey gas meter enclosure beyond the access road at the rear of the site, this will be in concrete with the same 'earthy' finish as the main building. The site will be enclosed at the sides and rear by a stretched and angled metal mesh fence and gates 2.1m high.
- 2.7 New tree planting will take place on the southern side of the realigned Ladybeck Close and outside the boundary fence at the rear of the site.
- 2.8 The application has been supported by the following documents:
- Planning Statement.
 - Statement of Community Involvement.
 - Transport Statement.
 - Sustainability Statement.
 - Foul Sewerage and Utilities Assessment.
 - Design and Access Statement.
 - Environmental Statement incorporating chapters/documents relating to wind, trees, flooding, noise, air quality, visual impact, daylight and sunlight, ground conditions and water resources, ecology and heritage.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application relates to a 0.3 hectare site located in the northeast corner of the UDPR defined City Centre bound by the IRR to the north, Bridge Street to the west, Ladybeck Close to the south and the Ladybeck Hostel is to the east.
- 3.2 The site is generally flat and currently comprises of the five-storey former Park Lane College building that is currently utilised by Bridge Street Pentecostal Church, the two-storey apartment building 27-30 Ladybeck Close and semi-detached dwellings at 1 and 2 Ladybeck Close. The site boundary also incorporates part of Ladybeck Close and Bridge Street.
- 3.3 There is a three-storey residential hostel to the immediate east of the site with two-storey residential properties beyond. All the residential properties within and adjacent to the site are managed by The Riverside Group Ltd, a social housing provider. The IRR retaining wall is to the north with surface car parking across Bridge Street to the west. The area also includes a variety of commercial properties of varying scale, Department of Works and Pensions (DWP) building to the south and Bridge Street Pentecostal Church. The IRR is set 7m above the site to the north.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 11/01000/OT relates to the proposed Eastgate Quarters development currently under consideration on land to the east of the site.
- 4.2 06/03333/OT (approved 24.08.2007) and 10/01477/EXT (approved 09.07.2010) relate to the original Eastgate Quarters development that incorporated the site currently proposed to accommodate the LCEC.
- 4.3 08/01948/FU (pending decision) relates to the proposed redevelopment of the 'Centrica' site on the northern side of the IRR. The proposals include four residential and hotel buildings ranging from 23 to 40 storeys in height and have been agreed by Panel but still await the signing of the Section 106 agreement.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Officers commenced discussions with the applicant in June 2008 regarding the delivery of a LCEC on St Mary's Street to the east of the application site. This site was ultimately discounted by the applicant due its greenfield designation, highway implications and distance from developments the LCEC was intended to serve.
- 5.2 Consideration was also given to locating the LCEC at 17 Regent Street on the site of the former Homburgs fancy dress shop. However, this site was discounted by the applicant due to policy requirements seeking a retail warehouse uses in this location and the distance of the site from intended customers.
- 5.3 After discounting the other available sites various options on the proposed site were examined and developed with officers. The 22/7/10 and 16/9/10 pre-application presentations to Panel regarding the Eastgate Quarters proposal highlighted the intended location of the LCEC. Members showed a general interest in the operations and intentions of the LCEC but no detailed comment was made.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 Site notices were posted on 1/4/11 and an advert placed in the Leeds Weekly News on 7/4/11 that highlighted the submission of this major application accompanied by an Environmental Statement.
- 6.2 Leeds Civic Trust supports the proposed LCEC. The Trust welcomes the commitment to a low energy development, the local generation of energy and the potential for sale of energy to other users in the city centre. The Trust appreciate the care that has gone into the design of the building and hope that this will be carried through into the detailed design, construction and operation in order to minimise the impact on neighbouring residents and other users of the city centre.
- 6.3 The operators of the social housing within Ladybeck Close, The Riverside Group Ltd, object to the proposal for the following reasons and request the application be refused (a response to each point is provided in italics):
- The proposal assumes the demolition of occupied and operational Riverside properties that will be fundamentally harmful to its operations that have been successful for many years and include hostel and associated residential 'move on' accommodation. Such a demolition would be unsustainable. *Response: The applicant is continuing negotiations with Riverside regarding appropriate re-provision and compensation for the six units proposed to be demolished. A relatively small amount of units is to be demolished with the vast majority of the social housing being retained. The loss of these buildings is accepted in principle by the adopted Eastgate and Harewood Quarter SPD and previous approvals relating to the Eastgate Quarters development. Whereas the demolition of the existing buildings does remove structurally sound and operational buildings, the long term environmental benefits of the proposed LCEC are considered to outweigh the loss of these buildings. Demolition material will be re-used or recycled where possible.*
 - The lack of a robust assessment as to potential alternative locations, only three locations were discounted with one discounted on purely commercial reasons and not with regard to planning policy. *Response: Detailed discussions were held between officers and the applicant regarding the alternative sites and each of the alternatives posed some planning policy concerns. It is considered each of the sites were examined in detail and discounted for appropriate planning reasons in addition to the applicant's commercial reasons. The chosen site is appraised in full below.*
 - The site chosen was based on commercial reasons to ensure improved viability of the Eastgate Quarters. *Response: See point above.*
 - The scale of the proposed LCEC is not justified. *Response: The scale of the LCEC is based on current and maximum foreseen requirements and the technology available.*
 - If any intensification in the use of the site was to occur there would be additional deliveries and ash collections, this has not been fully considered. *Response: The proposal has been assessed on the maximum capacity scenario therefore deliveries and collections should be no greater than specified and appraised below.*
 - There will be an adverse impact on residential amenity and a perceived fear of adverse impact on human health by virtue of the nature of the proposals, the noise and general disturbance and an adverse impact on air quality therefore the site is not the Best Practicable Environmental Option (BPEO).

Response: The amenity impact and air quality is discussed in detail in the appraisal section below.

- UDPR Policy CC24 does not normally support industrial and ‘bad neighbour’ uses within the City Centre. Response: CC24 was adopted in 2001 at a time when LCEC such as that proposed were not envisaged and therefore the centralised locational requirements of LCECs not acknowledged. The policy states similar uses would ‘not normally’ be accepted but does not specifically exclude them. The amenity and air quality impact is examined in detail below.

6.4 One letter of support has been received from a member of the public. The letter states general support for the proposed low carbon energy centre and its design that ensures it does not appear like a power station. However, it is requested that further thought be given to the design of the chimney to make it look less industrial. The letter also requests further sustainability measures (solar panels, wind turbines) be incorporated into the Eastgate Quarters development and that a small newsagent or other active unit be included along Bridge Street to enliven the streetscene. Response: The design of the chimney is discussed in the appraisal section below. Sustainability measures are included in the Eastgate Quarters proposal and are considered under a separate application. A large glass window is to be provided in the Bridge Street elevation of the LCEC to ensure interest is provided along this side of Bridge Street, an active unit is not considered necessary in this instance or compatible with the proposed use.

7.0 CONSULTATIONS RESPONSES:

7.1 Statutory:

7.2 Environment Agency: The proposal will be acceptable provided the measures outlined in the Flood Risk Assessment (FRA) are conditioned and implemented.

7.3 Highways: A further realignment of Ladybeck Close or amendment to the building footprint is required to improve forward visibility at Ladybeck Close. Response: The necessary alterations have been requested.

7.4 Yorkshire Water: No response received to date.

7.4 Non-statutory:

7.5 Contaminated Land Team: No objection subject to conditions.

7.6 Environmental Assessment Manager: Wind tunnel tests have been carried out and are fully examined by the Environmental Statement (ES). The ES uses the Lawson Comfort Criteria, the usual assessment method, for analysing the impact of wind around the proposed building. There are very few changes with regard to the impact of wind with the proposed development in place and in general there is unlikely to be any problems and no mitigation is necessary. However, the assessment does not examine the impact of extreme events on pedestrians, cyclists and road vehicles. Response: Further comment is being sought regarding extreme events.

7.7 Environmental Health (Pollution Control): No response received to date.

7.8 Mains Drainage: The conditions set out by the Environment Agency are sufficient.

- 7.9 Neighbourhoods and Housing: No objection subject to conditions relating to hours of use and delivery, noise and general amenity. *Response: The requested condition restricting the hours of use (no operation shall take place before 07.30 hours on weekdays and 08.00 hours on Saturdays or after 19.00 hours on weekdays and 13.00 hours on Saturdays. With no operation on Sundays or Bank Holidays) is not acceptable as the energy centre may be required to run 24 hours a day. Further consideration of the hours of use and noise implications are discussed in the appraisal section below.*
- 7.10 Neighbourhoods and Housing (Air Quality): No response received to date.
- 7.11 West Yorkshire Archaeological Service: No response received to date.
- 7.12 West Yorkshire Police: The building has nothing in the way of defensible space and the external finish may provide the opportunity for climbing whilst the large area of glazing at ground floor will also be tempting to vandals. There is no security strategy. *Response: The building addresses the back edge of the footway, a sought after urban design expression but is enclosed at the rear beyond the service route with a fence and gates. Anti-graffiti paint will be used at the lower levels and whereas the façade will be three dimensional it will still be difficult to climb and does not create significant concern over and above any more standard building design/form. The glazed panel will be of a necessary thickness to meet the Building Regulations. A security strategy is not a specific requirement of planning but it is considered that due consideration has been given to security and formed part of the final design.*
- 7.13 Yorkshire Forward: YF have no comment to make.

8.0 PLANNING POLICIES:

- 8.1 Regional Spatial Strategy (RSS): The RSS for Yorkshire and Humber was adopted in May 2008. The vision of the RSS is to create a world-class region, where the economic, environmental and social well-being of all people is advancing more rapidly and more sustainably than its competitors. Particular emphasis is placed on the Leeds City Region. Policy ENV5 seeks to increase energy efficiency and the production of renewable energy.
- 8.2 UDPR Designation: The site is within the defined City Centre boundary but has no other designation.

Relevant UDPR Policies:

GP5: Proposals should resolve detailed planning considerations including amenity, danger to health or life.

BD2: New buildings should complement and enhance existing skylines, vistas and landmarks.

BD5: Seeks to ensure a satisfactory level of amenity for occupants and surroundings.

T2: Development proposals should not create new, or exacerbate existing, highway problems.

CC4: High quality design and appropriate scale at city centre gateway locations.

N12: Fundamental priorities for urban form.

N13: Requires all new buildings to be of high quality and have regard to character and appearance of surroundings.

N25: Boundaries should be appropriate to the character of the area.

N26: Where necessary, illustrative landscaping details should be provided.

8.3 Supplementary Planning Documents:
The Leeds City Centre Urban Design Strategy (September 2000)
Eastgate and Harewood Supplementary Planning Document (October 2005)
Building for Tomorrow Today – Sustainable Design and Construction (Draft)

8.4 National Planning Guidance:
PPS1 General Policies and Principles.
PPG13 Transport.
PPS22 Renewable Energy.
PPS23 Planning and Pollution Control.
PPG24 Planning and Noise.
PPS25 Development and Flood Risk

9.0 MAIN ISSUES

1. Principle of proposed LCEC.
2. Visual Amenity.
3. Residential Amenity.
4. Highway Safety.
5. Air Quality.

10.0 APPRAISAL

10.1 Principle of proposed LCEC.

10.2 The application site is a brownfield site that is unallocated in the UDPR. Whereas there would be a loss of residential accommodation, something still sought after, it is a relatively small amount of units to be demolished and the economic and environmental benefits of the proposed LCEC are considered to outweigh the retention of these units.

10.3 The LCEC will provide combined cooling, heating and power to existing and proposed buildings within the vicinity of the site with its primary purpose being to serve the proposed Eastgate Quarters development. The LCEC is to accommodate a variety of equipment including gas-fired boilers, a biomass boiler, a Combined Heat and Power (CHP) engine plus transformers in the adjoining primary substation.

10.4 The LCEC will provide 39.5MW of heating capacity, 26 MW of cooling capacity and 2 MW of electricity generating capacity in addition to the 33kV primary substation. This production of energy will permit the reduction of energy consumption and carbon emissions in both existing and proposed developments due to its efficiency being around double that of a typical power station and create a more sustainable community in the area.

10.5 Whereas the applicant is the same as that for the Eastgate Quarters development and the developments are closely linked, the proposed LCEC is considered under a stand alone full planning application and can be delivered independent of the Eastgate Quarters and therefore still benefit the surrounding uses and the City in general. The design and access statement identifies potential users in addition to Eastgate as being the adjacent ECHG social housing, all existing and proposed developments at Quarry Hill, Kirkgate Markets, Millgarth Police Station, plus Crispin House and the major mixed use scheme proposed at the former British Gas site on the northern side of the IRR.

- 10.6 For the reasons outlined above it is considered that the proposed LCEC could deliver significant carbon reduction and energy consumption benefits to the city and the principle of an LCEC in this location could be considered acceptable and is supported.

Is the proposal acceptable in principle as a stand alone development delivering low carbon energy to existing and proposed (non-Eastgate Quarters) developments?

10.7 Visual Amenity

- 10.8 The layout, scale and form of the proposed LCEC is driven by its function and technical considerations in addition to strategies that attempt to mitigate noise, visual and daylight impact.
- 10.9 The basic rectangular layout uses a similar building line to the existing former college building whilst providing a flexible floor plate that can accommodate a variety of equipment and adapt to future changes in technology. However, to avoid a consistent building line and therefore provide interest and reduce the apparent length and height of the building, kinks have been introduced to provide the eastern and western elevations with facades at different angles.
- 10.10 Whereas equipment is only on three levels, significant floor to ceiling heights and a high parapet are required to accommodate the necessary equipment and provide an acoustic screen. As such the maximum height of the building will be similar to the maximum height of the five storey former college building it replaces in the northern part of the site but significantly greater than the two storey residential buildings on the site. To reduce the apparent scale a varied roof line is introduced to distort perceptions in addition to the angled layout mentioned above.
- 10.11 A chimney that will extend to up to 54m above street will be required to ensure emissions expel at an appropriate level. Historically, the Leeds skyline incorporated many large chimneys and this relatively slim functional requirement is not considered to adversely impact upon the current skyline in this area.
- 10.12 With the existing and proposed context being of other large buildings currently located on the site and across the IRR plus the proposed Eastgate Quarters immediately adjacent, it is considered the scale of development is appropriate in its urban context.
- 10.13 The function of the building results in there being no requirement for windows. However to give the public a view into the building and therefore appreciate the internal operations, a large window has been added to the ground floor Bridge Street elevation.
- 10.14 A number of different options have been explored for the remainder of the façade with the final design being a mix of concrete and metal mesh that assist with acoustic insulation, the installation of the equipment and provision of ventilation where necessary.
- 10.15 The concrete and mesh has been moulded into three dimensional triangles that vary in scale dependent upon their location on the building. Analysis took place that identified how the building would be perceived by different 'users' ie the residents, pedestrians and motorists and the scale of the mouldings reflects this. Smaller,

tighter moulds are located at the lower levels closely relating to the residents and pedestrians whilst the larger mouldings are in locations primarily viewed from distance by the motorist.

- 10.16 The concrete and metal mesh are to be coloured in an 'earthy' tone intended to reflect the common finish to the red brick and Burmantoft Terracotta tile buildings that can be found throughout Leeds and even the corten steel on Broadcasting Place and therefore appear as a complementary structure with a soft and natural visual impact.
- 10.17 The building is intended to be illuminated from behind the façade to add further interest but without harming the amenities of the residents of Ladybeck Close.
- 10.18 The fence and gates to the side and rear will be in a fine metal mesh around 2.1m in height but with a varied angled form reflective of the main building. Much of the fence will be screened by retained and proposed landscaping along the eastern boundary facing the Ladybeck close residents.

Are the scale, form and design considered acceptable?

10.19 Residential Amenity

- 10.20 The proposal includes the demolition of numbers 1, 2 and 27-30 Ladybeck Close. It is understood the applicant has been in discussions with The Riverside Group Ltd, the operator of the social housing, with regard to the continued provision of the required facilities at the site following the demolition of these buildings.
- 10.21 The main amenity impact will be on the residents of Ladybeck Close. The scale of the building (excluding the chimney) is similar to the former college building being demolished and its location is a similar distance from the hostel and residential properties. At the northern end of the site there will be some improvement on the existing relationship as this is where the 10m high primary substation is located.
- 10.22 However, the proposed building also replaces two storey residential accommodation and therefore will significantly change the impact on the residents close to this part of the site. As highlighted above the form, massing and façade design plus the proposed landscaping is intended to reduce the perception of scale and dominance and soften the impact.
- 10.23 The residents nearest to the proposed LCEC are those in the hostel building with windows 20-35m from the building (10m from the boundary fence). Due to the layout of the hostel building, all windows are at an angle to the LCEC either facing northwest or southwest and therefore not directly facing the LCEC to the west. This will reduce the impact on the residents' amenity. Throughout the design process it was believed the impact regarding daylight and sunlight would be acceptable on the residents due to the angled nature of the windows and similar scale of that proposed to the previous college building. However, the technical daylight/sunlight study within the Environmental Statement does highlight some adverse impact on these rooms. It is understood most of the rooms will be bedrooms and be a resident's only private space but clarification is being sought. To further appreciate the impact on these residents more detailed information has been requested from the applicant.
- 10.24 The two-storey residential properties elsewhere on Ladybeck Close are over 40m from the proposed building and the daylight and sunlight impact on these properties is considered to be negligible and acceptable.

- 10.25 The proposed car park to the Eastgate Quarters would also form the backdrop to the LCEC when viewed from the residents' perspective and this taller structure would reduce the impact of the proposed LCEC.
- 10.26 The blockwork structure and concrete façade provides substantial acoustic insulation and studies have highlighted substantial background noise levels in the area primarily due to the traffic on the IRR and Eastgate. A detailed noise assessment has been carried out that has confirmed that even with all machinery operating at full capacity all day long the noise impact on the residents would be negligible. The building has been designed to house the noisier machinery at ground floor where more acoustic insulation and less ventilation can be provided whilst the majority of ventilation is located in the western elevation away from the residents.
- 10.27 Despite the general operation of the building having a negligible impact, the noise assessment does highlight some moderate adverse impact when the biomass deliveries take place, up to 3 times a week. To reduce noise the wood pellets will be sucked into the building rather than blown and deliveries will avoid peak periods for the highway network and evenings and weekends. As the deliveries will be limited in frequency and duration and will be at less sensitive hours, the impact is considered acceptable.
- 10.28 The applicant has committed to producing an Environmental Management Plan that will highlight methods to minimise any adverse noise (and general amenity) impact during demolition, construction, delivery times and general operating times and a condition will be added to any approval to ensure this document is formally examined and agreed.
- 10.29 There are no rear windows in the LCEC therefore no potential loss of privacy occurs.
- 10.30 Taking the existing relationship into account, the city centre location plus considering all those technical and design strategies adopted in the design of the building it is considered the impact on the amenity of the adjacent residents will be acceptable on balance. However, further information has been requested to clarify this assumption.

Is the impact on existing residential amenity considered acceptable?

- 10.31 Highway Safety.
- 10.32 Highways officers have been involved in the development of the scheme. The LCEC will be remotely operated therefore traffic movements are limited to a daily visit by an engineer plus up to three biomass deliveries a week and a fortnightly collection of ash. These visits are intended to be carried out outside of peak periods on the highways and can be accommodated. The service vehicles can be accommodated within the site and two parking spaces are provided for the engineer(s).
- 10.33 Prior to the construction of the Eastgate Quarters deliveries would enter the site at the northern access and exit via the realigned Ladybeck Close. However, following the construction of the Eastgate Quarters and the restriction of Bridge Street under the IRR to northbound only, access would be via Ladybeck Close and egress via the northern access. Both scenarios are acceptable in principle.

- 10.34 Highways officers have raised an issue with the forward visibility when leaving Ladybeck Close that is reduced due to the southern wall of the LCEC and curvature of the realigned Ladybeck Close. Therefore the applicant has been requested to explore how this can be improved.

Do the proposals raise any highway safety concerns?

10.35 Air Quality

- 10.36 The site is within close proximity to an Air Quality Management Area, primarily as a result of traffic levels adjacent to the social housing. A detailed assessment of air quality is enclosed within the Environmental Statement (ES). Whereas limit values of pollutants is controlled by non-planning legislation and due to the nature of the installation, its operations and emissions will be authorised and regulated by the Council, consideration is still given to the potential impact of the proposed LCEC at this time.

- 10.37 The assessment of air quality within the ES states that emissions are expelled through the 54m chimney and the best available technologies (filters, catalytic reduction equipment) will be used to ensure the emission levels meet any conditions of the permit. The technical assessment identifies the predicted operational impact as being 'negligible to minor adverse' at the various receptors around the site.

- 10.38 A consultation response is outstanding from officers in the Air Quality section of Neighbourhoods and Housing and it is hoped their comments will be presented verbally to the Panel.

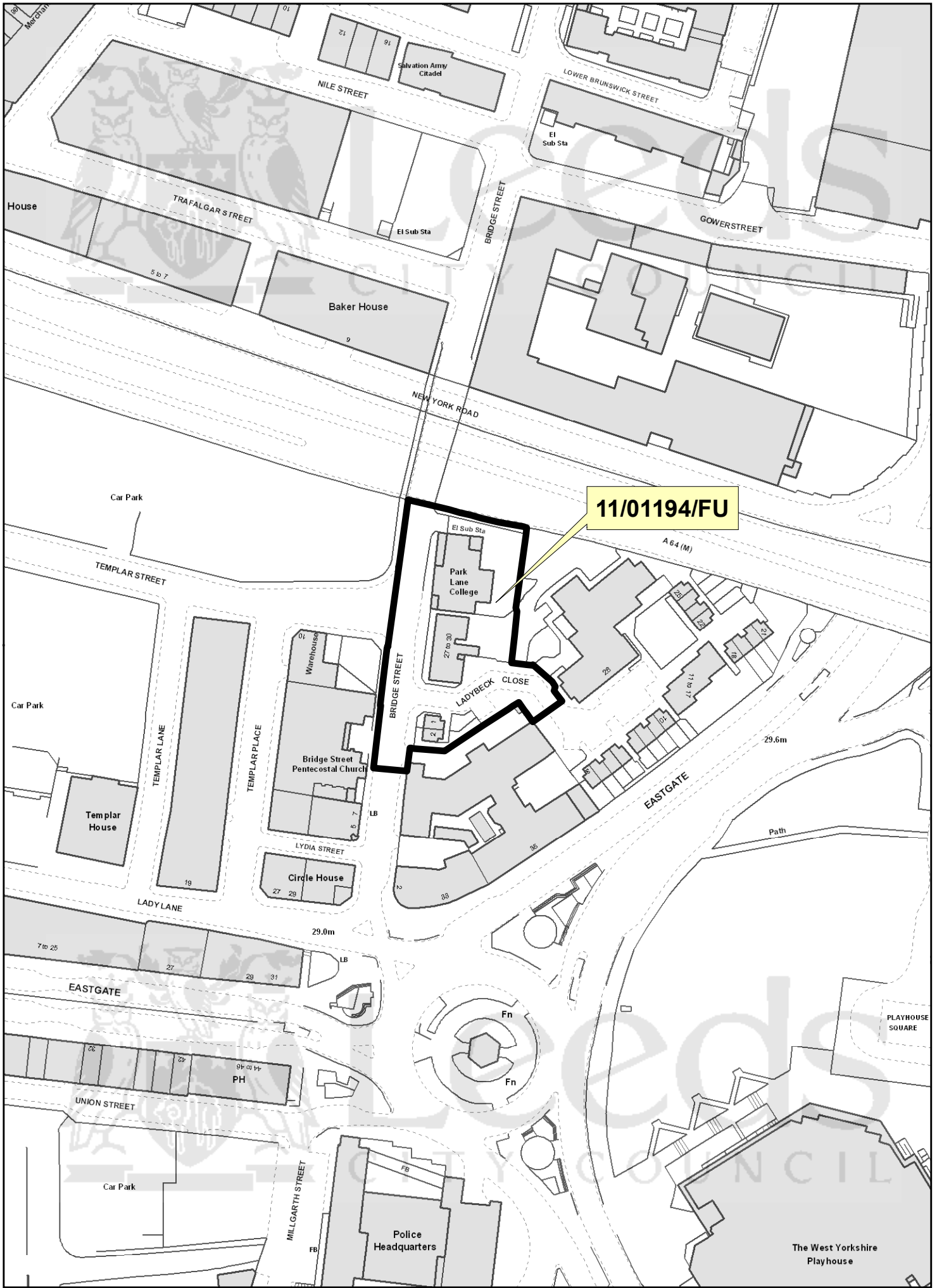
11.0 CONCLUSION

- 11.1 The proposed LCEC has the potential to provide combined heat and power to nearby properties, primarily the Eastgate Quarters, and therefore permit the reduction of energy consumption and carbon emissions. The proposal has been subject to lengthy pre-application discussions and design development to ensure the appearance and amenity impact is appropriate for its setting. There are still further issues to be examined and clarification is sought regarding the highways implications and impact on the adjacent residents. This application is presented to Panel as a position statement and members are requested to provide comment on the proposals and issues highlighted above.

Background Papers:

Application file 11/01194/FU.

Notice has been served on Leeds City Council, Riverside Group (the owners of the adjacent hostel/residential accommodation) and Yorkshire Electricity Distribution Ltd.



11/01194/FU

CITY CENTRE PANEL

